

ATTENTION ON DECK

Quarterly Newsletter by and for the Pacific Northwest Fleet of the Classic Yacht Association Summer 2007

Bell Street & More

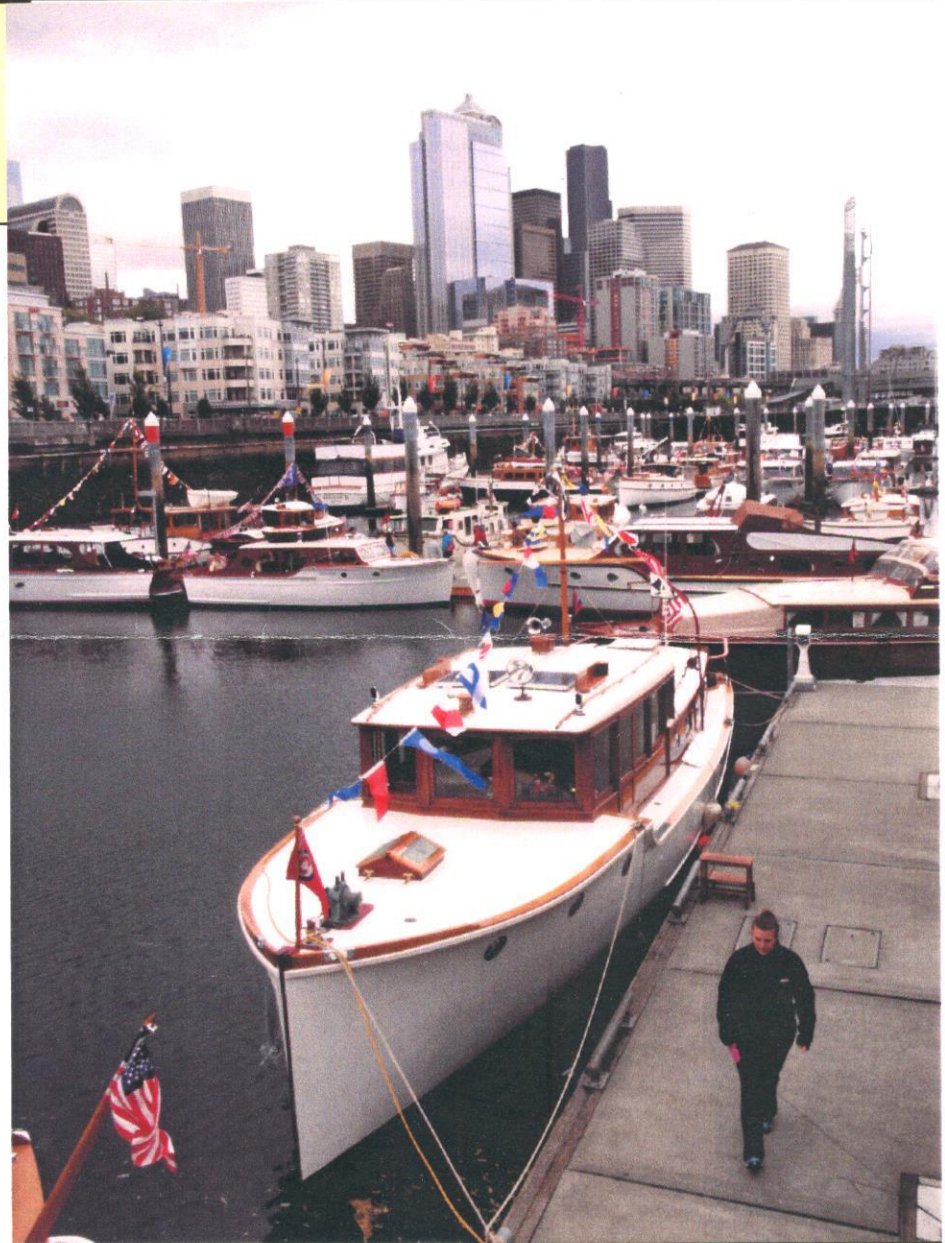
By: *Commodore
Larry Benson (WOODROW)*

The "boating season" has begun with a wonderful flurry of events. Beginning with the Seattle Yacht Club Opening Day, followed by the Past Commodore Cruise to Manzanita, our amazing Bell Street Rendezvous, and most recently, the Wooden Boat Festival sponsored by the Center for Wooden Boats. (I put boating season in parens because, for many of us, the boating season goes year 'round.)

Bell Street - I was privileged to have Greg Sabourin, Northern California fleet commodore, and his family board Woodrow for the Friday parade. Joining the Sabourin's on Saturday were other key members of the Northern California bridge, vice-commodore Miles Davis, and rear-commodore Steve Kadzielawa and his wife. Nice representation from the Bay area. Greg seemed very comfortable at the helm of Woodrow, but why not - his own boat is Kilara, another Stephens 34.

Absent this year were two of our grand yachts Olympus and Deerleap. Also absent were warm, sunny skies. A great event non-the-less. I contend that our Bell Street event is likely the largest gathering of classic cruisers in the world each year!

Wooden Boat Festival - Weather was a definite plus for this Center for Wooden Boats event. Temperatures in the high 70's for the five-day event couldn't have been more welcome, and brought out eager crowds. I spent my time between



Woodrow and my other love, the Virginia V. As 'official' cocktail tender to the 5, on Saturday evening I invited the crew to Woodrow to rehydrate. One of the crew members had with him a bagpipe, which I invited him to play. A delightful young man on an adjacent boat soon arrived with his

didgeridoo. I suspect this may have been the world's first-ever Spanish bagpipe and Australian didgeridoo duet. (Cont.2)

~Dave Ellis Photo

Cold temperatures,
but a hot Bell Street Show.



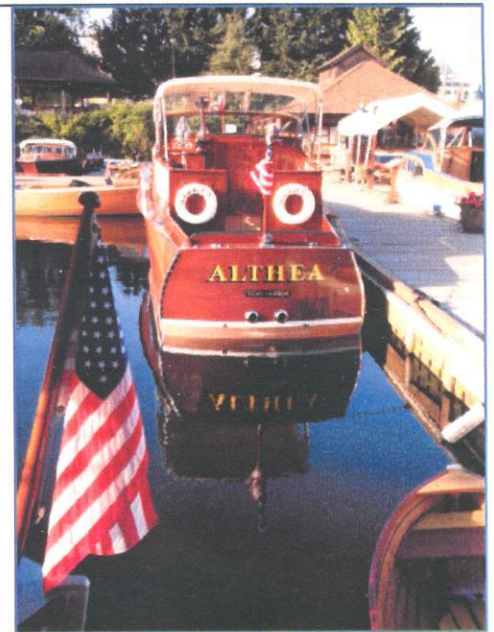


Commodore Benson Continued

Another highlight for me was a sail on Pirate, the CWB 1926 Ted Geary sloop, which has been beautifully restored to its original sailing trim, without an engine. I have had the privilege the past two years of towing Pirate from Victoria to Pt. Townsend, then from Pt Townsend to its home at CWB on Lake Union, so sailing on her in a fresh breeze was a special treat.

New Members - I would like to welcome the following to our Pacific Northwest fleet:

Russell and Svanee Castner	Marilus	1956	40'	Nelson & Hanson
John and Mary Ann Duffey	Topaz	1971*	52'	Monk/McQueen
Peter and Sheryl Guyon	Northstar	1958	42'	Stephens
Craig and Lori Kenyon	Legasea	1964	38'	Chris Craft
William and Dana McCarthy	Seafarer	1926	56'	Lake Washington Shipyard
Brian and Maureen McClements	Slainte	1947	39'	Ed Monk
Matthew Moeller and Lanita Grice	Sea Lass	1930	52'	James Silver Ltd
Keith and Jodi Olson	Kay Dee II	1925	36'	Kay Dee
Roger and Janice Palmer	Adagio	1948	34'	Richardson

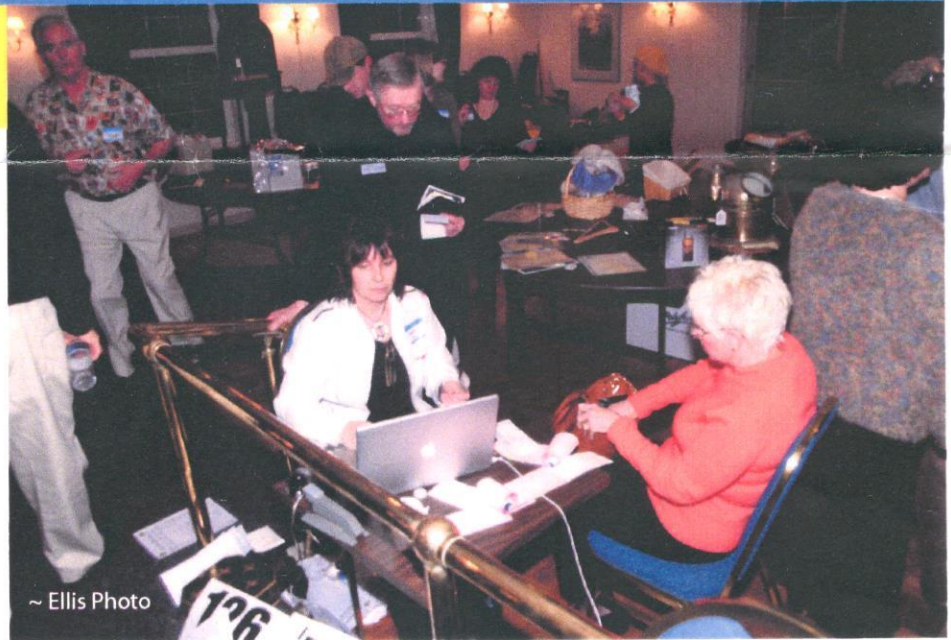


~Dave Ellis Photo

Bell Street Winner ALTHEA at CWB

Auction Results

This year's auction, organized once again by Joelle Blair (GLAYVA) and Heather Ellis (FOREVERMORE) was the best in association history. The setting for the grand event this year was the Meydenbauer Yacht Club arranged by Vice Commodore John Murphey and his lovely bride Ellen (MADERA). Volunteers included: Frank and Karen Young - set up and auction item supervisors Ron and Nancy Walken - spotters, Carole Fedigan and Uki Song Lee - Food setup, Bill and Esther DuGraf - planing, and Kathy and Jan Skillingsteadt - planning and setup and Terrill - facility set up and Silent Auction Admiralette. The entire team worked together flawlessly to create a perfect balance of Silent Auction tables, Potluck area, Live Auction Viewing area, and Live Auction seating. Lew Barrett, Paul Thomas, and David Huchthausen again served as auctioneers. Dave Ellis and Andy Blair were also seen performing various tasks. Forgive us if we left anyone out.



~ Ellis Photo

mix from the sublime to the bizarre. Frank and Karen Young donated tons of items including a "how to be successful on ebay" seminar conducted by Karen. And where in the world does Bob Birdseye get that stuff? Haulouts, Barrett and Blair varnishing, surveys, vacations cabin stays, art, dishes, tours, boat parts....it was all there. The final result was nothing short of fantastic with over \$12,000.00 raised for the PNW Classic Yacht Association. Our special thanks to Heather and Joelle for their tireless work.



Above: Heather & Karen at Check out. Below: Silent Auction spread.



Olympia Wooden Boat Festival

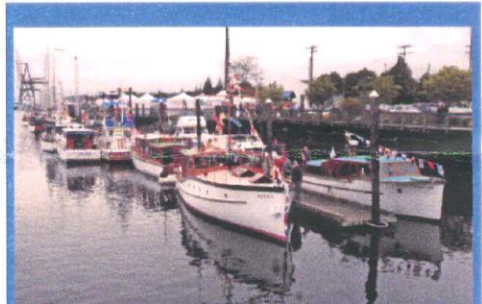
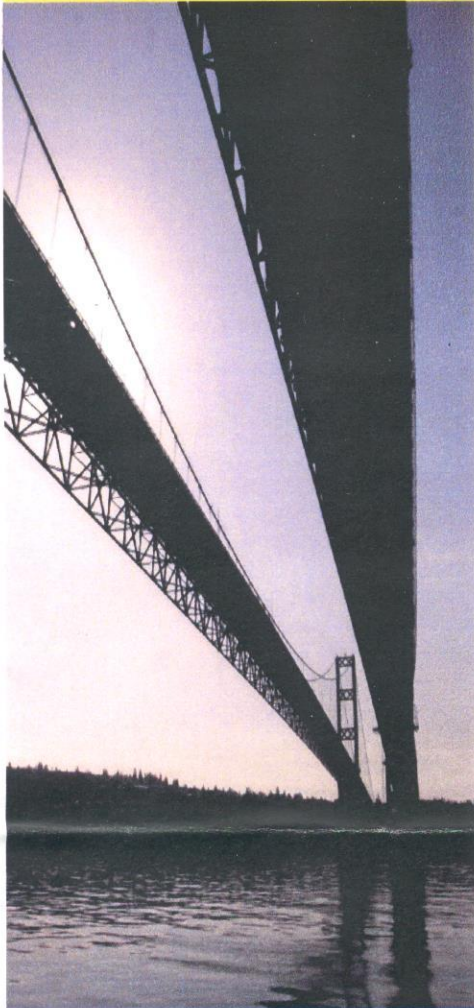
By: Director Greg Gilbert

The annual Olympia Wooden Boat Fair is held every year the weekend after opening day. This year's boat meet was May 12-13th. The fair had about 45 wooden boats, mostly in the 1950's and 1960's vintage. Sailboats as well as powerboats (both inboard and outboard) were well represented. This annual gathering is a diamond in the rough since not more than a handful of CYA boats attend.

Because Winifred has such a rich Olympia history, it was high on my list to take time off for the 6+ hour cruise from Seattle down the sound to the state's Capitol City. It was a trip I will never forget. I was born in Olympia and for me it was an extra treat to re-connect with some old Olympia friends that I had not seen in many years. The run from Seattle this year was as pleasant as any 6-hour cruise could be. Flat calm water and an afternoon tidal flood put me in Gig Harbor in a little over three hours. I stayed the night there, taking advantage of the city's FREE overnight moorage

right in downtown Gig Harbor. The next morning I left Gig Harbor and caught a 9:15am 3+knot flood through the Tacoma Narrows. Neat to see the second Narrows bridge almost finished. Arriving in Olympia shortly after noon, passing the beautiful schooner Martha at Boston Harbor was a treat.

The weekend was great and I met a lot of fine people, all who share the dedication to preserve our floating works of art. CYA boats at the Fair included Phantom, Galley Nipper, El Mistico, Winifred and affiliate member Red Jacket. CYA members Suzie and Ed Docherty (Phantom) and the rest of the festival's organizers worked hard to put on a fine event. I would estimate the two-day attendance at over 4,000. Next year let's plan to head down there with more representation from CYA members to the North.



~ Greg Gilbert Photos



Above Left: The new Tacoma Narrows Bridge is now a double feature on the way to Olympia. CYA members attending Longbranch and the South Sound Cruise will be there during the Grand Opening of the new span this weekend.

Left: WINIFRED in Olympia at the head of the Festival, and Festival Best Classic for 2007



Edmonds Waterfront Festival

By: *From the Bridge of CLE ILLAHEE*

You have probably heard the saying that says - - "Don't get around much any more" which in my case is true especially when I realized that the last time I had been to the Edmonds Marina was in 1996 right after a horrific snowstorm hit that area causing 3/4ths of the marina roof to collapse along with the sinking and severe damage to over 300 boats at that facility. At the time the boat we went to look at was SAVONA and as luck would have it somehow it was spared from sinking due to the fact that the boats on each side were taller vessels and basically were holding the collapsed roof off of SAVONA!!!

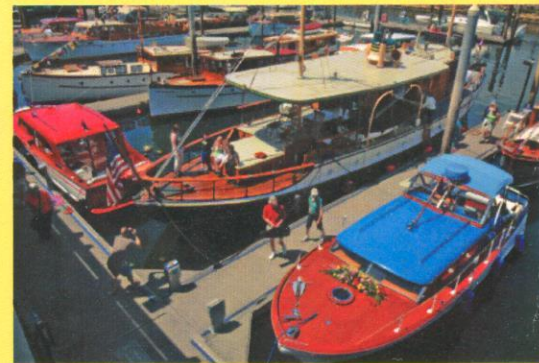
My visit this time was indeed much more pleasurable in that I was one of 13 Classic Vessels who attended this years Edmonds Waterfront Festival. Our hats are off to Frank and Karen Young - who garnered together the Port Of Edmonds along with the Edmonds Rotary to put together one of the finest family oriented waterfront events that yours truly has ever attended. Quite frankly the 13 beautiful Classics present literally stole the show - - even though we did have a small bit of competition from the Pacific Offshore Powerboat Racing Association - - the competition involved about a dozen or so of the noisiest (and fast I may add) boats that I have ever been around - - they were so noisy that when their engines started my valuable wine glasses rattled in protest in their secure cupboard. Once folks were on the dock they had to make a decision - - do you want to look at "YOUNG AND FAST" or "OLD AND SLOW" = = = from this writers vantage point OLD AND SLOW won hands down.

This festival has a bit of history - - first of all this years mandate from the Port was as follows - - lets not have another street fair but instead lets have this event return to its roots which evolves around water and the beautiful Port facility with its well developed waterfront area. To ensure that this in fact happens the entire community along with the



Edmonds Rotary Club got behind this event and what an event it was. There was great music, food, dancing in the streets, along with many merchant booths representing a cross section of what the City of Edmonds is all about. Earlier this year the Port of Edmonds received the honor of being recognized nationally by Dock Age Magazine (a national maritime publication) as the best marina in the entire USA. If anyone is in doubt - - this is indeed a state of the art first class facility and offers something for everyone when it comes to caring for yachts and their owners.

Upon arriving Friday afternoon each Classic exhibitor was presented with a tote bag full of coupons for FREE food and drink at Anthony's Home Port restaurant along with similiar coupons for Arnie's restaurant located just down street - - also included in the bag were other coupons and gifts from merchants



in the area. Moorage was FREE on Friday, Sat, and Sunday for those of us who wanted to stay over and return home on Monday = = = = FREE is good especially when it includes both power and water for a 3 night stay. On top of all this the Edmonds Yacht club donated their facility for our Saturday night potluck FREE OF CHARGE. What this all comes down to is they welcomed us like no other place I have been at - - - bottom line THEY WANTED US



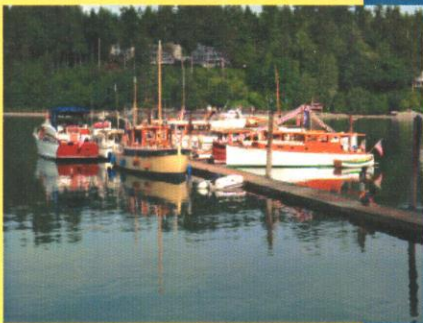
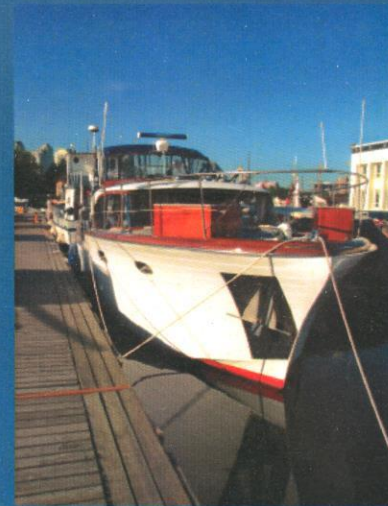
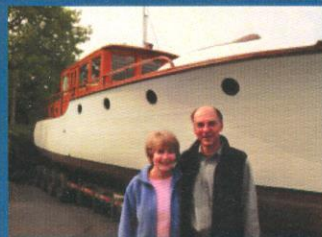
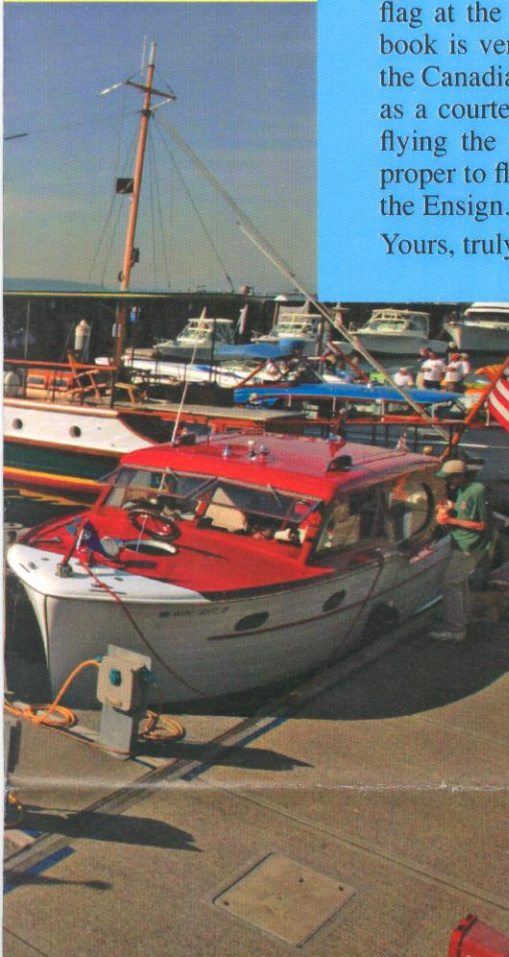
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ow Center: Past Commo-
 ewest members. Richard
 Stephens. Top Center:
 r 12K this year. Top Right:
 Weathers 8 Bell Salute.

Flags Explained

I have noticed a few of our boats are incorrectly flying the Canadian flag either separately at the yardarm or with the US flag at the stern. Chapman's Seamanship book is very clear about this: NEVER fly the Canadian flag in the US, only in Canada as a courtesy. By the way, when you are flying the Canadian flag in Canada, it is proper to fly the 50-star American flag, not the Ensign.

Yours, truly! Phil, the Flag Guy.



HERE!!!!
 y this time you are probably wondering
 ist who in our organization attended this
 onderful full of surprises event - - - the
 ollowing is a list of Classic Vessels in no
 articular order except as I can remember
 em. ARGONAUT II, CLE ILLAHEE,
 OMRADE, LADY GRACE, KAYDEE II,
 IBERTY, MADERA, MUDSHARK, RED
 ACKET, SEA OTTER, SMUGGLER,
 WINIFRED, AND WOODROW. If your
 vessel name is not included in the above list,

you obviously must have not attended
 - - we all missed you and next years
 event is an absolute must on you
 cruising agenda - - it will be bigger
 and better - - please believe me when
 I say "YOU WILL PLEASED THAT
 YOU ATTENDED!!!! You can get
 in touch with Frank Young right after
 you finish this article and reserve
 your space for next year - - believe
 me when I say "many of next years
 spaces are already spoken for" do not

miss this one - - - its a good one!!!!!!
 Again, Frank & Karen - You folks really
 know how to put on an event - - from all
 of us who attended may we extend a hearty
 THANK YOU!!
 Submitted by:
 W.Dorin Robinson aka
 Styles Bichley (still out cruising
 somewhere





A Chip Off the Block

By: Rear Comm. Lew Barrett

Paint.....My.....Boat.....

Remember the old joke about the guy and the gal who....? Oh, never mind! But if you were to get so lucky and have some "body" come up and offer to do whatever you needed done as long as you could express it in three words or less, what would be the first choice you'd have to make? No, not the color... it would be the kind of paint! That's the choice that determines much of what follows, including the color palate.

Needless to say, painting your own boat can be a daunting task, especially if you don't have much experience in working with fine finishes. To be clear, marine enamels, single part polyurethanes and two part paints such as Sterling and Imron, are among the finest paints available on the market today. This issue's "Chip" (ain't that apropos,,,paint chips...get it?) will discuss the differences between these paints and acrylic/latex house paints, and how to select a product that will satisfy your esthetic and physical requirements. First let's discuss the whole business of water-based/oil/solvent-based paints just because we have to!

Many of us would love to use a good quality house grade acrylic (sometimes called "latex,") paint on our boats as well as our homes. These products have the benefit of being user friendly, easy to clean up, water soluble, readily available at local hardware and discount stores, and when applied to a clean properly prepped surface, have excellent grip and wear qualities. However, it's my opinion that for most yacht work they are not the best choice. I say this, apart from any other considerations, because it's very difficult if not impossible to get really good flow with an acrylic/water-based paint. Simply said, your hull topsides will not flow out to the smooth and lustrous finish we expect to see on a well maintained yacht. Now, it's very possible, perhaps even likely, that in the not too distant future, government regulation will require that we all use

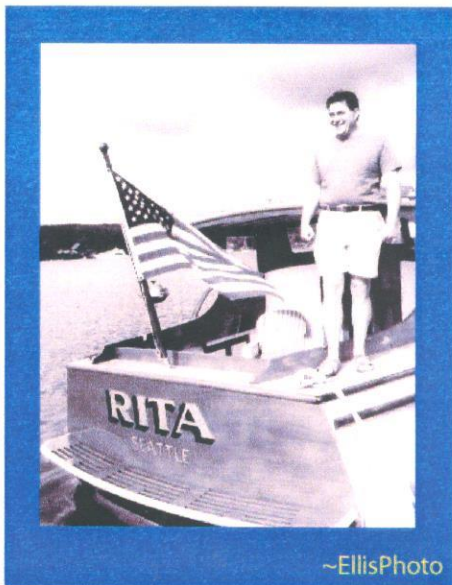
some form of water borne paint on our boats. Until then, I'd prefer to stick with the traditional yacht enamels or the more recently introduced one part polyurethanes for use on the topsides and interiors of our boats. However, there is one place where "latex enamel" is the preferred product on a boat. That's on your canvas. Well thinned acrylic paint is an ideal product for use on your canvas coach top. It won't fill the pores of the canvas, will provide a good range of color choices, good grip and protection and is relatively easy to paint over and repair. This is a fine application for acrylic paint on a yacht.

The traditional choice for boat paints were and remain oil based enamels. Examples of beautiful boats using this sort of product are easy to find in the fleet. Most of the small boats and traditional dingys we see being sported by club members seem to be painted with this traditional choice, and here we can even cite a few examples of boats I believe are painted with traditional enamels. Most of the Dreamboat fleet seems to sport these products as does Cle Ilahee, to name but a few of our boats so liveried This is a fine product choice for owners who wish to create a subdued, lower gloss look, but still want good flow and a smooth hull appearance. Typical products of this type are manufactured by Z Spar, which is carried by Fisheries and sold as "Yacht Enamel." Interlux and also has aversion of this style, and for a really authentic "Down East" experience, check out Kirby'sPaints of Maine.

Traditional marine enamels are the very well developed and understood "oil based paints" we hear so much about. That oil of course, is generally some form of vegetable oil mixed with fine pigment particles (including invariably, lead back in the bad old days) and, these days, various hydrocarbons and products from companies that make things "better" for us in various unclear ways. These paints typically use turpentine or mineral spirits as a thinner rather than water. These traditional yacht enamels are a good choice if you desire a smooth, slow drying coat of moderate gloss and sheen. The benefits of this slower drying paint are should be understood in

the context of "keeping a wet edge." The inability to maintain a wet edge is what makes water based paints so maddeningly difficult to "flow out" and it's the slower drying quality of oil based paint that allows traditional enamels to flow out to a smooth and sleek final finish.

The third class of paints we might typically select from are the polyurethanes. For larger boats, these are the paints I prefer to work with as I find them easy to use and capable of producing very high gloss, smooth flow and good abrasion characteristics with great gloss retention. Traditionalists may not prefer these paints because they tend to provide a finish more like an automotive paint job than a traditional yacht enamel will. As the name implies, polyurethane paints provide an almost "plasticized" finish quality. There are two broad categories of these paints, but I think most of us would be better served by sticking with the single part products, represented in our neck of the woods by Interlux Brightsides or Pettit EasyPox. A subset of these polyurethane products are the two part "epoxy" paints such as Sterling or Imron that are mixed just prior to use, just as is done with most epoxies. In my opinion, the two part paints are best left to the professionals and are risky to use on many carvel planked wooden boats, especially our old boats which tend to move a bit in a seaway or seasonally with changes in humidity. If you'd like to argue this statement please feel free, as I'm



~EllisPhoto



A Chip of the Old Block Continued

writing based on what I've been told by my betters or experienced for myself. In any case, we rarely see classic owners opting for a two part product, and I'd encourage it be kept that way until such time as wider experience proves otherwise.

Regardless which manufacturer you select for your polyurethane paint, it's wise to stay within their family of system primers, thinners and brushing fluids. These are not "turpentine" or mineral spirits but rather carefully formulated painting systems that should be used according to the instructions on the can to achieve best results. In the hands of an experienced painter, truly beautiful and long lasting paint jobs can be achieved with these modern formulas.

Twenty tears ago the idea of painting my own boat was a daunting and somewhat harrowing concept, but after having been taught the basic principles and skills, I am no longer quite so frightened of the task, though I admit prepping my boat remains a job I really don't like to think about on a daily basis. Actually applying the paint is really ten percent of the job, even if it's the ten percent that gets all the glory. It's the hard work of the prep that really makes for a great paint job. That's of course a discussion for another time.

Until then:

Happy brushing to you, Happy brushing to you, Happy brushing dear _____(insert your name here....), Happy brushing to you!

Opening Day From the Bridge of WINIFRED



YACHTSIE, SHEARWATER & CLE ILLAHEE at the Arharts dock on Lake Wahington after Opening Day Parade.

The annual Opening Day of Yachting Season, May 5th, put on by the great crew of more than 300 volunteers from the Seattle Yacht Club is one of those rights of spring boating traditions that signal it's time to dust of the old girl and parade through the Montlake Cut.

The Friday night sink the Winifred party failed, that is to sink the Winifred. The exhaust pipe was under water and the bow was nearly pointing skyward. The record of 33 in attendance still stands. I believe we got to 28, including some visiting rowers from New Zealand. Thanks to Joelle and Andy Blair for supplying

the great margarita mix in the giant tub.

The standard backing and filling as we waited to head down the cut is always a little nerve wracking. Dorin Robinson with his vintage Cle Illahee stole the show with his son's half-wolf K-9 on the bow. On the other side of Dorin was a former wife, Patti Robinson. How many of us would want our former wives on the boat again? Nice going Dorin! Cle Illahee picked up a first place trophy, one of several he has won. Try as I will, I've never gotten first place. Next year maybe I'll find a dog to stand next to me.

After the parade through, many boats

headed for Cozy Cove for a raft-out. Others like Greg and Ashley Arhart with Yachtsie headed north up the lake to dock in front of their beautiful vintage waterfront home. As many of you know, Ashley is a fantastic graphic designer who helps design our newsletters and the Poulsbo Poster. By the way, the Arhart's are expecting the stork to arrive later this year with a little crewmember to the Arhart family. Congratulations, Ashley and Greg!

CYA boats that braved the cloudy weather included Barnacle, Fandango, Glayva, Kay Dee II (The Olson's picked up first place in the under 40-ft category-congratulations Jody and Keith!!!), Patamar, Sea Otter, Swietenia, and Woodrow. In the 40+-foot category were Cle Illahee, Elegante, Esther William's, Flying Cloud, Freya, Island Runner, Kona Trader, Madera, Marian II, Olympus, Pat Foss, Rita, Shearwater, Turning Point, Winifred, Yachtsie, and Zanzibar. A good time was had by all.



Opening Day Winner
CLE ILLAHEE with OLYMPUS

~ Greg Gilbert Photos

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The Official Newsletter of
the Pacific Northwest Fleet
Classic Yacht Association

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Ashley Arhart, Art Director
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Editor's Note:
Your comments, stories and photos are welcome anytime!
Please send to:
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COMING EVENTS



Longbranch South Sound Cruise
Saturday, July 14th - 18th
Quartz Bay Rendezvous
Saturday, August 18th - 20th
Vancouver W/B Festival
Thursday, August 23rd - 26th
Can-Am Brentwood Bay Cruise
Tuesday, August 28th - 30th
Victoria W/B Festival
Friday, August 31st - September 3rd
Deer Harbor Rendezvous
Tuesday, September 4th - 6th
Pt. Townsend W/B Festival
Friday, September 7th - 9th
La Conner Classic Boat Festival
Friday, September 14th - 16th
Pulsbo Septemberfest
Friday, September 21st - 23rd

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